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The China Mail

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No. 14,794

號九十月九年十一百九千一

HONGKONG, MONDAY, SEPTEMBER 19, 1910.

日六十月八年二

PRICE, \$3.00 Per Month.



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SCOTCH WHISKY
SOLE AGENTS IN
HONGKONG,
CHINA &
MANILA:
**A.S. Watson &
Co., Ltd.**

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A strong British Corporation Registered
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Life Assurance Companies' Acts, England.
Insurance in Force.....\$37,505,385.00
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Effie Knox, Esq., Hongkong, Canton,
District Manager.
E. W. Tapp, Esq.,
District Secretary.
Alexandra Building.

C. Lawlor, Esq., Inspector, Hongkong.
ADVISORY BOARD, HONGKONG.
Sir Paul Chater, Kt., G.M.S.
T. F. Hough, Esq., C. J. Lafont, Esq.,
Hongkong, November 15, 1909. 1424

"THE DANDY DOCTOR."

Brims of smart witticisms, bright,
tuneful and catchy musical numbers, com-
bined with grotesque and ludicrous situa-
tions, in fact a veritable "musical some-
thing-to-laugh-at." "The Dandy Doctor,"
as played by the Warwick-Major Comedy
Company at the Theatre Royal on Satur-
day evening, kept the large "house" in
continual good humour, for the representa-
tion was indeed a great treat.

Miss Georgie Corlaas took the leading
part of "Mary Ann," maid of work at
Colonel Pendred's and her representation
of the character left nothing to be de-
sired. By her brilliant repartee and funny
sayings she captivated her hearers
and a large measure of the success of
Saturday night's play was due
to her efforts. Following up her mu-
sical numbers were exceedingly comi-
cal and much-provoking. Her "post-
card" song as well as the "top note"
were features of the evening and encores
were demanded. Miss Nina Osborne, as
Pansy Pendred was very charming and
created a most favourable impression, es-
pecially in her sweet and graceful rendering
of "Nobody knows, nobody cares," for
which encore was demanded. Mr. Robert
Stephenson as Melchisedek Brew, the
timid, most millionaire, and who assumed
the part of the doctor, was irresistible and
the way he connected the medicines was
something laughable. He introduced a
business that was thoroughly in keeping
with a capital humorous song entitled "So-
saw." Mr. Joss Sweet, who characterized
the part of Hanson, "himself to be a
regular page boy," up to all kinds of tricks,
and accomplished in the art of step dancing
with which the audience were delighted
was called "back" no less than three
times. His dancing was certainly a brilliant
achievement and fully merited the over-
whelming applause accorded to him. Very
amusing was Mr. George F. Story as Bertie
Belling Bells, especially when he wanted
to recite, dressed in the costume of Julius
Caesar, at the confetti carnival; while Mr.
Reginald Livingston was also good as
Colonel Pendred.

One of the great hits of the evening was
the very fine singing by Mr. Ronald Gar-
land, of an entirely new patriotic song,
entitled "Hail, King George" set to a
martial air which is destined to become
very popular. The demands for a "repeat"
were accorded to this talent singer.
The staging effects were all that could be
desired and with all new songs and jokes
the combination scored one of its principal
successes of the season in Hongkong. After
playing in Canton to-night and Tuesday
night the Warwick-Major Comedy Com-
pany will pay a flying visit to Hongkong on
Wednesday when the extremely funny farce
"The New Boy" will be staged.

We have received from the Division of
Geology and Mines in Manila, a copy of
the pamphlet entitled "The Mineral
Resources of the Philippine Islands." Therein
are set forth details of the mining
operations conducted all over the islands,
whether for gold, coal, rough stone,
clay, etc.

DANGER AVOIDED.

HERE is no danger from blood poison
resulting from a wound when Cham-
berlain's Pain Balm is applied. It is an
antiseptic liniment. For sale by all
chemists and druggists.

Business Notices.

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Builders of Steamers up to 1000 Tons.
Tugs, Launches, Barges, Motor Boats.
Castings, Forgings, Roofs and Bridge Work.
SLIPPING AND REPAIRS AT LOWEST RATES.

Air Compressor with Hammers and Drills, etc.

Engines, Boilers, Launches, Pumps
Engineers' Fittings and Supplies.

Ground Floor Shop To Let in
Chater Road.

**'SKOT' SHALLOW DRAUGHT
PETROL OR KEROSENE MOTOR**

Is suitable for Shallow-draught and Tunnel-stern Launches or
Tugs that have to do their work in shoal water.

It is stocked up to 50 B.H.P. and can be made up to 100 B.H.P.
For SPEED LAUNCHES this Engine can be built on a lighter
pattern developing the same power at half the weight.

A MOST SUCCESSFUL RACING ENGINE.

Belfast Hongkong Marine Engineering, Ltd.
K. A. Massey. HONGKONG HOTEL

**THE HONGKONG, CANTON & MACAO
STEAMBOAT CO., LTD.**

EXCURSION TO MACAO.

ON SUNDAY, THE 25th SEPTEMBER.

The Company's Steamship **'HEUNGSHAN'**
will depart from the COMPANY'S CANTON STEAMERS WHARF at 9 A.M.
Departure from Macao at 3 p.m.

F A R E S
1st-Class Return.....\$4.00. 2nd-Class Return.....\$1.50.
Single.....2.00 Single.....0.75.

N.B. The Company will also run a steamer from Macao on Sunday morning at
7.30 A.M. and from Hongkong at 1 P.M. from the COMPANY'S WING LOK STREET
WHARF.

J. ARNOLD, Acting Secretary.

Hongkong, September 13, 1910. 12

THE HONGKONG HOTEL.

UNRIVALLED FOR COMFORT AND CUISINE.
THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY.
MODERATE TERMS AND NO EXTRAS.

A. F. DAVIES, Manager.

PEAK HOTEL.

ADAMANTLY SITUATED AT VICTORIA GAP.
Adjoining the Tramway Terminus, 1,400 feet above Sea Level.
OPEN to the South Winds in Summer and protected from the North-east Winds in
Winter. Commanding magnificent view of Hongkong, the Harbour and adjacent
islands for forty miles.
A FIRST-CLASS FAMILY, RESIDENTIAL AND TOURISTS' HOTEL.
Terms—From \$5 per day Max. Telephone Add: "Peaceful"
Town Office, 4, Des Voeux Road.
Hongkong, February 8, 1908.

VICTORIA RECREATION CLUB.

ANNUAL AQUATIC SPORTS.

THURSDAY, FRIDAY & SATURDAY.

22nd, 23rd and 24th September, 1910.

COMMENCING AT 5 P.M. ON THURS-

DAY and FRIDAY, and 4 P.M. ON

SATURDAY.

Admission—Non-members \$1 each day.

Ladies (admitted on Saturday only), 50

cents.

Hongkong, September 18, 1910. 1135

ROBERT OLARY,

CONSULTING MINING ENGINEER.

300 LEARY BUILDING,

SEATTLE, U.S.A.

HONGKONG HOTEL, until Sept. 24.

Hongkong, September 14, 1910. 1124

NOTICE.

THE AGREEMENT with WALTER
BRAUN as Manager of the ASTOR
HOUSE HOTEL CO., LTD., Shanghai,
has been determined, and the said WALTER
BRAUN is no longer employed by the Com-
pany in any capacity whatever.

Until further notice, all business
communications should be addressed to
"Secretary."

By Order of the Directors,
A. W. WHITLOW,
Secretary.

ASTOR HOUSE HOTEL CO., Ltd.,
Shanghai.

Shanghai, Sept. 16, 1910. 1131

Business Notices.

**THE EASTERN ASBESTOS COMPANY,
HONGKONG.**

SOLE AGENTS FOR

**THE BELDAM PACKING & RUBBER COMPANY,
LONDON.**

Contractors to the Admiralty and Leading Shipping Companies.

Sole Patentees and Manufacturers of the following Specialities:

Pilot Packing, Serpent Packing, Sceptre Packing,

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ASBESTOS & RUBBER GOODS OF EVERY DESCRIPTION.
PACKINGS & JOINTINGS FOR ALL PURPOSES.

Office & Show Room: 4, QUEEN'S BUILDING, CHATER ROAD.

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JUST RECEIVED

**LADIES'
'WALK-OVER'
BOOTS and SHOES**

In Black and Tan.

LANE, CRAWFORD & CO.

GUARANTEED ABSOLUTELY PURE

**O. B.
BEER**

IS MADE FROM BEST OBTAINABLE MATERIALS AND BY MOST
SCIENTIFIC METHODS.

Price \$12.00 - - - Per Case.

THE BEST AND MOST WHOLESOME TONIC IS

BOCK BEER

TAKEN WITH YOUR MEALS.

\$14.00 - - - Per Case.

From your dealer, or from the

ORIENTAL BREWERY, LTD.

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PURE DRINKING WATER.

BERKEFELD FILTERS.

Drip Filters, in Glass & Stoneware.

PUMP FILTERS.

PRESSURE FILTERS.

Prices on Application.

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No. 2, Queen's Road Central

A FIRST-CLASS AND UP-TO-DATE HOTEL.

THIS HOTEL has recently been thoroughly renovated, extensively enlarged and
is now luxuriously furnished and up-to-date in every respect. Situated in the
most central position. Large and airy Rooms. Hot, Cold and Shower Baths. Gas and
Electric Light and Fan. Large and comfortable Lounge. Private and Public Bars
and Billiard Rooms. Cuisine entirely under European Supervision. Sanitary arrange-
ments of the latest. Hotel Lunch meets all steamers. Monthly rates for Time and
Dinner. Special rates for Married Families on application to
F. REICHMANN, Proprietor. J. H. OXBERRY, Manager.
(Manager of J. Lyons & Co. Traders) leading Hotels in London and
G. O. H. Colombo.
TELEPHONE No. 127. TELEGRAMS ADDRESS "ORIENTAL," HONGKONG.
Hongkong, December 1, 1909. 154

GRAND CARLTON HOTEL.

FIRST-CLASS IN EVERY RESPECT. ELECTRICITY THROUGHOUT

HOT AND COLD WATER. SHOWER AND TANK BATHS.

Renowned Cooking. Central for all Theatres. Chief Places of Interest and Fashionable

Shopping District.

MODERATE INCLUSIVE CHARGES.

O. K. OWEN, Proprietor.

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GREEN ISLAND CEMENT CO., LD.

PORTLAND CEMENT

In Casks of 375 lbs. net.

In Bags of 250 lbs. net.

Shewan, Tomes & Co.,

GENERAL MANAGERS.

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Beg to announce to the Public
that they have REMOVED the
whole of their business to
No. 2, PEDDER STREET,
(opposite the Hongkong Hotel).

"SOUVENIR"

CALENDAR AND BLOTTER FOR 1911.

No Writing Table Complete Without It
Pretty and Acceptable Birthday or Xmas Gift.

Engagements.
Notes.
Calls Received.
Special Addresses.
Important Correspondence.
Borrowed.
Mortgages.

Visiting Lists.
At Home Days.
Calls Paid.
Telephone Numbers.
Accounts.
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Quotations.

Green Art Covers, Gilt, Price \$2.00

ON SALE:—KELLY & WALSH, LD.; BREWER & CO., LD.; CHINA MAIL, LD.
Or Free by Post from the Publisher, K. A. MASSEY, 16 HOTEL MANSIONS.
Hongkong, August 23, 1910. 79

W. H. Allen Son & Co., Ltd.

**QUEEN'S ENGINEERING WORKS, BEDFORD,
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MANUFACTURERS OF:—

A. Centrifugal Pumps (including
Turbine Pumps) driven by Steam-
engines, Electric-motors or by
belt.

B. Condensing Plants of the surface
and Jet character driven by
Steam Engines, Electric Motors
or in any other manner.

C. Steam Engines of the open and
enclosed type for Electric lighting,
Transmission of power or for
driving by belt.

D. Continuous current Dynamos and
Motors.

E. Centrifugal Fans for Forced or
Induced draft driven by Steam-
engines, Electric-motors or by
belt.

F. Allen Vertical Enclosed Air Com-
pressors.

G. Vertical Oil Engines.

H. Allen-Picard, "Petit" Water
Turbines.

Full details and particulars of any of the above mentioned
machinery may be had on application to the Sole Agents:

WILLIAM C. JACK & CO., LTD.

14, DES VOEUX ROAD CENTRAL HONGKONG.

**CENTRIFUGAL PUMPS & SHIP
LIGHTING SETS IN STOCK.**

"AQUARIUS" WATER.

A Pure, Distilled Table
Water.

IN QUARTS, PINTS & SPLITS.

MIXES WELL WITH WINES & SPIRITS.

Caldbeck, Macgregor & Co.,

15 Queen's Road

Hongkong, September 14, 1910.

A. S. Watson & Co., Ltd.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

BRANDY:

	Per case of 12 doz.
—SUPERIOR PALE Red Capule ...	20
—SUPERIOR OLD COGNAC, Red Capule ...	23
WATSON'S *** COGNAC, Gold Capule ...	23
—SUPERIOR OLD LIQUEUR COGNAC, Gold Capule ...	29
—VERY FINE PALE OLD LIQUEUR COGNAC, Gold and White Capule ...	35
—FINEST OLD BROWN BRANDY, Gold and White Capule ...	40
HENNESSY ***	30
BOUTELLEAU'S CHAMPAGNE LIQUEUR	40
Per Doz.	
—FINE PALE COGNAC ... (MARIE BRIZARD & ROGEE'S) ...	\$20.50
—O. F. V. O. ... do ...	64.50
—VERY FINE LIQUEUR COGNAC, 60 Years Old ... do ...	100.00

NOTE: For Hongkong the above Prices will be increased by the amount of duty payable—\$7.20 per Dozen.

THE Piano MOUTRIES

SUPPLY IT.

Price \$378.

FIVE YEARS WRITTEN

GUARANTEE

NEW MODELS

FOR 1910.

S. MOUTRIE & CO., LD.

HONGKONG, April 16, 1907

WM. POWELL

LIMITED,

ALEXANDRA BUILDINGS.

NEW SEASON'S

DRESS FABRICS.

Fashionable

Cloths.

TWEEDS,

TARTANS,

VOILES,

POPLINS, etc.

Patterns on Application.

Wm. Powell, Ltd.

ALEXANDRA BUILDINGS.

EMPIRE

CINEMA THEATRE,

PREMIER HALL OF THE COLONY,

Dix Vieux Road Central,

Opposite Central Market.

2 Performances:—7.15 to 9 and

9.15 to 11.30 p.m.

Extraordinary Grand Programme

FOR THREE NIGHTS ONLY.

The Magnificent Coloured Film

"THE MINISTREL"

Artistic Duet entitled

"THINKING"

by

Miss ADDIE LEIGH and

Miss MAGGIE FRAZER.

Miss MAY LEWIS

In New Songs.

General Memoranda.

WEDNESDAY, September 21:—
Noon—Auction of Clothing & Effects, at Messrs. Hughes & Hough's Sales Rooms.
P.m.—Performance by Warwick Major's Comedy Co. at City Hall.

THURSDAY, September 22:—
V.R.O. Annual Aquatic Sports, 1st Day, 2.30 p.m.—Auction of Household Furniture, etc., at No. 8, Gordons Terrace, Hanoi Road, Kowloon.
Queen's Road Central (Top Floor).

FRIDAY, September 23:—
V.R.O. Annual Aquatic Sports, 2nd Day, 2.30 p.m.—Auction of Household Furniture, etc., at No. 8, Gordons Terrace, Hanoi Road, Kowloon.
Queen's Road Central (Top Floor).

SATURDAY, September 24:—
Noon—Meeting of Douglas Steamship Co., Ltd. at Gov's Office.
V.R.O. Annual Aquatic Sports, 3rd Day.

SUNDAY, September 25:—
9 a.m.—Excursion to Macao by s.s. Hongkong.
Monday, September 26:—
3 p.m.—Auction of Pier Rights at the Public Works Department's Office.

TUESDAY, September 27:—
5.30 p.m.—Baroque Race for China Mail Cup.

THURSDAY, September 29:—
Bell's 2nd Annual Aquatic Sports at V.R.O. Bath.
SACRAMENT, October 1:—
Civil Service Sports.
TUESDAY, October 4:—
Jewish New Year Day.

The China Mail

HONGKONG, MONDAY, SEPT. 19, 1910

THE REMOVAL OF THE QUEUE.

As most readers of the *China Mail* are aware the subject of the removal of the queue has become a burning topic of discussion in Peking, owing to the recommendations of Prince Tsai Tso and others in favour of its abolition. Several high officials who have served abroad have already had the characteristic appendage cut off, but in obedience to conservative custom they have worn false queues whenever they have been received in audience by the PRINCE REGENT. The discussion, however, is not confined to Court circles. All over China men are talking about the matter and only the other day when an order was issued to certain bodies of foreign-dressed troops to remove the queue, a large number of men actually deserted rather than obey. Of course these conservatives have their counterpoint in radicals who wish to see the queue disappear at once, along with the present dynasty. One of these, the editor of a Chinese paper published in Hongkong, wrote only the day that "if the queue was abolished then the disgrace and shame of more than two hundred years would be swept away, and surely we have reason for shame, and for hatred, when we view this question of the queue." Our contemporary in the course of a long and scornful article recounts some interesting historical data. When the wearing of the queue was first of all imposed upon the children of Han it was the order was enforced with the worst kind of cruelty. "Among other places we may mention Kwangtung, and we know that for three days the work of compelling the people to shave their heads, and to wear the queue was coupled with the utmost cruelty. Today the people look back and remember those times as days of death. Hatred was engendered, and though two hundred odd years have passed away with great rapidity, whenever we recall those times we find that conscience is not dead, and we are filled with a feeling of hatred. What then do we hate? We hate the thought

that the Manchus forced the queue upon us, and at the same time slaughtered so many of the people of the Middle Kingdom. Whilst therefore the calamity remains this hatred will endure. There is further the shame that is attached to the wearing of the queue. First there is the shame which it always carries, which is that the Chinese are the slaves of the Manchus. Then we are said to wear "pig-tails" by all foreigners. Think of the shame of that! Here we have a great and intelligent nation like the Chinese treated as horses and cows by a few barbarians. Thus from within we have to endure the shame that a vast and intelligent nation has been subdued by the Manchus, and has to submit to displays of their arbitrary power; while in regard to outsiders we are scoffed at and despised by the entire world because we have to wear the queue. It really is the badge of an unutterable disgrace. Is it not a cause of shame? Can we for a moment forget the shame? There is the shame that we still have to wear the queue, and while the sign of this humiliation remains the disgrace will continue. But in this contempt of the Manchu for the Chinese there is another cause of hatred and shame. It is an elementary principle that everyone should have complete control of his own person. Everyone claims, and indeed, should have, this freedom, and no outsider should be able to interfere with it. But when we remember that the Manchus compelled us to shave our heads, and, further, forced us to wear the queue, then it is seen that this right to control our own persons have been seized and held by the Manchus. Any one who opposed them was killed and slaughtered. The natural laws of right and wrong could not have been outraged more effectually. In all possible causes of sorrow and shame, where could we find anything that could stir these passions more deeply? Of all possible causes that can stir hatred strong and deep in the hearts of men, there is nothing more forceful than the loss of one's country; of causes of shame there is nothing that cuts more deeply than that we have been made slaves to others, and that the badge of this slavery is yet with us, and worn by us. This hateful and disgraceful badge is handed down from one to another. This proves that we are slaves and menials; that, indeed, we are treated as horses and cows. Then this, is it not better to do at once, and have done? And with this disgraceful badge of servitude still hanging upon us, as a sign of our humiliation, they are now talking of renovation and of a rehabilitation of the country? But when we approach the discussion as to the removal of the queue, let it be known that this is not the first discussion of the matter. The question originally started some years ago and both the Manchus and the Chinese have been face to face with it for some time.

"Five years ago Prince Hsiao brought this matter of the queue to the notice of the EMPRESS DOWAGER, and she was furious. She said it was impossible to remove the queue and so change the traditions and influence of their departed ancestors. She degraded Prince Hsiao for a year. After that there was silence. Recently Prince Tsai Tso has been travelling abroad and has been associating and dining with foreigners, and he noticed that when he displayed his "pigtail" foreigners secretly laughed at him. So on his return to Peking he brought the matter to the fore, and has offered many reasons for his view that the queue should go. Recently, the Manchus have been troubled at the way power is slipping from them and again and again they have gathered to discuss and wrangle about the subject but have come to no conclusion. It is said that there are a great many officials who are opposed to any change, and their reason is the same as those of the EMPRESS DOWAGER, that it is not right to change the customs which their ancestors have handed down to us. So they oppose the cutting of the queue. But do the Manchus think that by retaining the queue they can maintain their hold over the people, as in the old days? It cannot be denied that the position of the Manchus to-day is as unstable as a pile of eggs. They cannot hope for a single day of the roof to remain over them. Fortunately their age-long tyranny is nearly dead. They are not able with any effect to protect their own ancient laws and so benefit themselves. We venture to affirm that if they retained their original home, there they would find those who will sweep away all traces of the glory of their dynasty. They have handed their country over to their enemies and these enemies will make short work of ancestral glories. What are now known as the glories of the Tai Tsing Dynasty and their antiquated laws will be brushed aside as so much rubbish and sediment, and not a solitary shadow will be left behind. Why discuss the question? Cannot it be seen distinctly enough that the original law, the law which is said to be full of good luck, is being trampled upon by Russia? Is it not over run by the Japanese? If then they cannot protect the home of their fathers and their ancestors, why do they talk about not changing the customs of their fathers? Since the signing of the treaty between Russia and Japan, the homes of their ancestors in the Three Provinces have really passed beyond their control.

"The attitude of the Chinese towards the cutting of the queue is one of delight; but there is also a touch of sadness therein. The joy is that in cutting off the queue there is an approach to something that suggests renovation. There is the thought that we are becoming stronger. We shall get rid of these disgraceful "pig-tails" and shall then assume a civilized form of dress. We shall not in this regard

be any longer despised and scoffed at by others. It is not to be hoped that any renovation of the country can be worked out by the Manchus, because they are Manchus and we are Chinese. Therefore, any changes that may be made by the court are not changes that the Chinese would adopt, they would not benefit but really injure us. It is certain the Manchus cannot make the country strong. We therefore must consider the matter, and we must ourselves get the power into our own hands, and then shall all the people be welded together, and the country be united. Then will the Chinese govern China, and this will cause all great joy. If, however, we relinquish the desire to take back the power into our own hands, and trust to the Manchus, without knowing whether they are going to be true or false, they would be as though we signed the eyes and oyo-lashes, merely causing pain. The thing to be sorry about is that if the queue is cut off, then there will probably be a change in dress. If there is a change in dress then the people will rush outside for their materials so that there will be a decay of native manufactures and Chinese money will go into the hands of foreigners. But if the matter is looked into it will be found that this does not concern the cutting off of the queue, for even now a great deal of money goes into the pockets of foreigners for the things they bring. There will not be much change in this respect. Whether the Chinese will get back power over their own country or not does not lie in the wearing or the not wearing of the queue. Moreover, if foreigners laugh and ridicule us for wearing the "pigtail" they ridicule us much more for losing our country and being slaves. If then we wish to avoid these things we must return to the original way of government, and hold to an enlightened determination. We have lost the power to rule our own persons; we have experienced the grief of having lost our own country. Should not the four hundred millions groive at this? Should they not be ashamed of this?"

It will be perceived that if our contemporary decries the Manchu he has also little use for foreigners; wherein he is typical of many of his race.

NEWS OF THE DAY.

We have a letter addressed A. S. G., c/o China Mail Office. Will A. S. G. please apply for same.

The H. M. T. Rohilla left Malta yesterday.

The American gunboat Wilmington arrived from Swatow to-day.

Sunday was the Chinese moon-festival and festivities were pretty general, especially in the evening.

Howitzer at a two miles range have shattered a dummy airship towed over Whitstable Bay by a scout.

The silk shipped on board the M. M. s.s. Polynesian, which left this port on the 16th August, was delivered in Lyons on the 17th September.

The health of the Colony continues good. Only one case of communicable disease was notified last week—an imported occurrence of enteric fever.

A railway car ferry boat which sank in the middle of Lake Michigan, caused the death of thirty-nine people. Only three were rescued.

Mr R. C. Gould, a Penang solicitor, has been suspended for three months for unprofessional conduct in connection with the retention of money belonging to a client.

The Chinese Engineering and Mining Company, Limited, report that the total output of the Company's three mines for the week ending 3rd September amounted to 21,467.68 tons and the sales during the period to 21,373.28 tons.

The Nippon Yusen Kaisha wishes it to be known that though the rates of passage have been reduced on their American Line steamers to United States and Canadian Ports and overland to Europe, effective from the 1st instant, the same standard of excellence in service on board the steamers as hitherto will be maintained.

Evidence of the great havoc caused by the last typhoon in the China seas are being frequently sighted by ships arriving in Hongkong and the s.s. Casuarina, under the command of Capt. W. Gregory, from Shanghai, which arrived this morning, when some twenty-one miles from Oahu Light-house in Lat 24°, 42' N. and Long 119, 13' E., sighted a quantity of wreckage just awash. From what could be observed part of the wreckage was supposed to be a capsize junk. No bodies were visible.

Inspector-General Garlington, of the American Army, has created a sensation by his report just made public. General Garlington asserts that as a result of his inspections he has found that the infantry of the United States Army are below mediocrity in the matter of capacity to march. Major General Wood, Chief of Staff, taking General Garlington's report as a basis, has ordered that most rigid inspection of troops be made and that the source of the deficiency reported be discovered if possible.

GET IT TO-DAY.

EVERY family should be provided with a bottle of Chamberlain's Colic, Cholera and Diarrhoea Remedy at this season of the year. Attacks of bowel complaint nearly always come on suddenly and when this remedy is at hand, all danger may be avoided. For sale by all chemists and storekeepers.

NEWS OF THE DAY.

The Times reports that the official statistics in regard to the cholera outbreak in Russia are appalling. In the whole Empire there have been 164,445 cases and 44,723 deaths.

There were 323 Europeans and 241 Chinese visitors to the City Hall Library, and 238 Europeans and 9,438 Chinese visitors to the Museum during the week ending the 18th Sept.

The Rev. Christopher Hudson, the vicar who was inhibited for contracting an illegal "marriage," his lawful wife having lived apart from him for five years, was locked out of his church at Sutton Cheney, near Nuneaton, on August 31, and another clergyman took his place.

With reference to the drowning affair at Koh-si Chang, by which three European sailors and a Chinaman from the German steamer Andree Rickmers met their deaths, it is reported that the bodies of one of the Europeans and of the Chinaman have been recovered and buried, after due enquiry into the circumstances attendant on the deaths.

Statistics contained in a Blue-book just issued show that the number of licensed houses in England and Wales has decreased since the Act of 1904 came into operation by an annual average of about 1,331. The number of registered clubs, on the other hand, increased by 190 in 1908, and is estimated to have increased by about 342 last year. In five years (1905 to 1909) no fewer than 853 clubs were registered. The year 1909 is marked by a great decrease in the convictions for drunkenness. There were 109,519 such convictions, as compared with 187,803 in 1908—a reduction of 18,284, or 9.74 per cent. This is attributed largely to the increased spirit duties, &c., of the Budget.

SOCIAL AND PERSONAL.

Messrs A. G. Gordon, R.E. Humphreys and E. C. Wilks were among the passengers per Rubi from Manila which arrived to-day.

The Rev. W. H. T. Pegg, B.A., Army Chaplain, arrives here on the 14th of next month per H. M. T. Rohilla in relief of the Rev. A. Dallas Ennis, M.A.

The Union learns that Mr Montague Bell is retiring from the editorship of the *North China Daily News* and will be succeeded by Mr O. M. Green, the assistant editor.

Captain Rehewald, commander of the German steamer Derwentong, died at 2.20 a.m. on Sept. 10th, while on a voyage to Singapore from Swatow. The cause of death was heart failure and, as the ship was nearing port at the time, the body was brought to Singapore.

Hongkong while rejoicing at Mr Tadaichi Arima's well deserved promotion regrets greatly the severing of his connection with the Colony. During the ten years that he represented the interests of the Osaka Shosen Kaisha here he made a distinct mark for himself as a business man as well as a charming social companion. He has done much to cement the good relations existing between the Japanese and the British Communities of Hongkong.

A wonderfully attractive book dealing with the career of King Edward as a sportsman is promised. The editorship is in the capable hands of Mr Alfred E. T. Watson, better known perhaps by his nom de plume of "Rapiet." The introductory chapters will be written by Sir Seymour Fortescue, a very old personal friend of the late King, while Lord Marcus Balfour—who has managed the Royal racing stud for several years past, will also have a large share in the production of the book.

An interesting portion of this volume will be the reminiscence of Lord Ribblesdale of King Edward in the hunting field. It is not generally remembered to-day, that in his younger days the King was an enthusiastic rider to hounds, as was Queen Alexandra. The book will be lavishly illustrated, and it is stated that the King has given directions that all possible facilities are to be given to the editor and his colleagues for the production of the work. No data for its publication can be announced at the moment.

A SUPPRESSED CELEBRATION.

At the Chinese Mid-Autumn Festival last year considerable ill-feeling was aroused between the villagers of Tai Hang and the mafios at Kennedy's stables at Causeway Bay. In fact, the celebration of the Festival was marred by a serious fight, largely caused by the mafios making fun of the fire dragon procession and generally indulging in horse-play.

In order to prevent a recurrence of these scenes the police were instructed not to allow the formation of any fire devil processions this year. On the first day, Saturday, the request was respected, but yesterday some of the folk got together and formed something of the kind, only having the head of a dragon made up, however. The police interfered and arrested one man who was brought before Mr J. R. Wood at the Magistracy to-day. He was charged with having taken part in a procession without the permission of the Registrar-General and fined \$25. The Festival, which lasts for three days, ends to-night.

SURE CURE FOR DIARRHOEA.

A curative attack of diarrhoea may be cured by a single dose of Chamberlain's Colic, Cholera and Diarrhoea Remedy. Only in the most severe cases is a second or third dose required. Try it. It has a reputation of over thirty-five years behind it and is everywhere recognized as the most reliable remedy in use for diarrhoea. For sale by all chemists and storekeepers.

THE CHINESE NAVY.

REPORTED AMERICAN CONTRACTS.

(Reuter's Service to the China Mail.)
London, September 19.

A New York message states that it is announced that Mr Schwab, who controls the Bethlehem and Union plants, has secured contracts for the construction of several battleships and other war-vessels for the Chinese Navy.

The message adds that Mr Schwab is on the way to meet Prince Tsai Hsui at San Francisco, where the contracts will be signed.

RUSSIAN AMBASSADOR'S DEATH.

(Reuter's Service to the China Mail.)
London, September 19.

The death has occurred of M. Nolidoff, Russian Ambassador to Paris, and formerly Ambassador at Constantinople.

FINISH OF AFRICAN ELECTIONS.

NATIONALISTS BIG MAJORITY.

(Reuter's Service to the China Mail.)
London, September 19.

The South African elections have now concluded, and the state of the parties is as follows:—

Nationalists 67.
Unionists 37.

BRITISH NORTH BORNEO CO.

DEATH OF THE CHAIRMAN.

(Reuter's Service to the China Mail.)
London, September 17.

The death is announced of Mr William Cowie, Chairman of the British North Borneo Co. He died at Bad Nauheim.

THE EUROPEAN SITUATION.

A NEW TRIPLE ALLIANCE?

Italy Ignored.

(Reuter's Service to the China Mail.)
London, September 17.

It is regarded as significant that the Viennese clerical organ, the *Vaterland*, publishes a summons to Turkey to conclude forthwith an alliance with Austria and Germany. It declares that no group of Powers would venture to attack or resist such a combination.

The article is believed to proceed from an influential military quarter. The *Matin* (Paris) announces the conclusion of a secret Military Treaty between Turkey and Roumania under the direct inspirations of the Berlin and Vienna Governments ensuring for Turkey Roumanian support should Bulgaria attack Turkey.

The *Matin* understands that Italy was not consulted in the matter.

EGYPTIAN NATIONALISTS.

A CONGRESS BARRED BY FRANCE.

(Reuter's Service to the China Mail.)
London, September 17.

The French Government has prohibited the holding of an Egyptian Nationalist Congress in Paris this month.

The Government announces that it has acted in this matter entirely on its own initiative, as it does not desire Paris to become the centre of an Anti-British crusade, and it also disapproves of the Pan-Islamic tendencies of the Nationalists.

Owing to the very wet weather many members of the congregation were prevented from being present at the harvest festival services at St John's Cathedral on Sunday and unless they send in their contributions the Mission to Seamen will not benefit as much as it deserves. Last year \$250 was collected and the offertory amounted on Sunday to \$190, of which \$100 is required for church expenses.

The Army Council at Home is seriously considering the adoption of an automatic rifle for infantry, several patterns of which are on the market or in the hands of inventors. Weight and difficulty in ammunition supply are the chief obstacles against the adoption of an automatic rifle, particularly the latter.

Early on the morning of August 19, Messrs Morley and Lancelotti's millinery establishment at Brighton was completely destroyed by fire. The girl-employees who lived on the premises, had no time to dress and rushed into the streets in their night-gowns. They have lost all their clothing. The damage caused by the fire is estimated at £40,000.

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SOUTH AFRICAN ELECTIONS.

GENERAL BOTHA'S ATTITUDE.

(Reuter's Service to the China Mail.)
London, September 17.

The *Rand Daily Mail* understands that General Botha, who was defeated by Sir J. P. Fitzpatrick at Pretoria, favours resigning.

THE JERVOISE STREET FIRE.

Before Mr J. R. Wood, at the Magistracy this afternoon, an enquiry was held touching the deaths of seven persons who met their death at No. 98 and 100 Jervoise Street during a recent fire on September 4.

The jurors were sworn in as follows:—
P. Helm, E. L. Hughes and F. Kapp.

Mr Leo D'Almeida o Castro appeared on behalf of the surviving parties of Esh King The firm and for the relatives of Leung Che Tow of No. 98 Jervoise Street.

Inspector Gourlay conducted the case on behalf of the police.

Dr Macfarlane, in charge of the mortuary, gave evidence of holding post-mortem examinations on the deceased and stated that the cause of death was asphyxia; four of the bodies were badly burned. An unidentified body was found some days afterwards. It was also badly burned and witnesses were unable to certify the cause of death in that case.

Several witnesses gave evidence of having identified the deceased victims and a number of European officers spoke of recovering the bodies from the debris. The death enquiry was adjourned and the cause of fire was then proceeded with.

The assistant accountant of No. 100 Jervoise Street stated that the fire broke out after 2 p.m. Witness was sleeping in the front room of the second floor and the cause of the collapsing floor woke him up. He got out through a window and shouted out to his folks but got no reply. A little while afterwards witness perceived the fire. Five persons slept on the ground floor and he subsequently saw their dead bodies in the mortuary.

"How do you suppose the fire started," asked his Worship.

"I don't know," replied witness.

"What kind of a noise did you hear when you woke up? The noise of a building collapsing."

Inspector Gourlay—Did you make a statement to me about the fire?—I did.

Did you tell me that you ran out through the ground floor?—No, I did not tell you that.

You also did not tell me the room was full of smoke when you ran out?—No.

Did you see anyone in the street belonging to your shop?—No, I ran to my family house.

Have you seen Po So since?—Yes.

ANOTHER HOUSE COLLAPSE.

Several Chinese killed.

OLD MAN LOHES THREE CORN.

One of the most serious cases of collapse of buildings which has occurred in the Colony for several years took place on Saturday night, at about nine o'clock. The scene of the disaster was Morrison Street, and, strange to say, the spot was not more than about 200 yards distant from the place in Jervois Street where a collapse and fire resulting in the loss of life occurred some short time since. The total result of this latest calamity is that several lives were lost, a number of people injured, two three-story buildings were utterly demolished, and adjacent property placed in such peril that its hourly collapse is expected. Naturally the happening caused great distress among the Chinese, and yesterday and to-day it has been a pitiable sight to see the grief-stricken people waiting for the recovery of the bodies of their relatives from among the huge mass of debris.

At the time the calamity occurred the Chinese were following their usual avocations in the faded buildings, Nos. 13 and 15, Morrison Street, which adjoin each other, the numbering here being alternate. The ground floors were occupied by small shopkeepers, while the other two floors were used for residential purposes. Every thing was going along in the customary manner when, without warning, the lower portion of the building, between Nos. 13 and 15, came away. Between the crashing and rumbling of the falling masonry could be heard the shrieks of the unfortunate occupants, and before they had a chance to escape the whole front of the two buildings came toppling down into the street. All happened in a few seconds, but it only required the merest glance to show that the consequences were terrible in the extreme. It is believed that at the time of the collapse there were eight persons in Nos. 13 and 15, and nine or ten in No. 13, while it is as yet unknown whether there were any persons in the building at the time the disaster occurred. Anyhow, it was a case for urgent action, and in a surprisingly short space of time members of the Fire Brigade were on the spot with appliances for the recovery of injured or killed. Means and shrieks were heard in all directions, and no time was lost in endeavours to rescue those who had been fortunate enough to escape with their lives. Matters were not improved by the fact that a fire broke out in one of the kitchens, but while one section of the Brigade saw to this the other members continued their work of rescue. Three persons entombed in the kitchen of No. 15 were not out after a good deal of trouble, while two others were got by the firemen driving holes in the walls and pulling them through. Several others were also extricated from most perilous positions, while one or two bodies were found among the ruins. The injured were at once sent to hospital, and the work of rescue continued.

After some time had elapsed a body of Public Works Department coolies arrived on the scene in charge of officials, and the work of shoring up was commenced, while Sanitary Department coolies started on the clearing of the debris. At the same time, however, that the latter operations were of a rather dangerous character, for there were evidences to show that the adjoining buildings were in a very unstable state. Consequently work was to be stopped for a time. Yesterday when the coolies were engaged in the shifting of the debris they all but met with a fate similar to the occupants of the collapsed buildings. A falling brick, however, gave warning that there was something wrong and on looking up it was seen that another wall was cracking. The coolies were ordered to clear away, and just as they were about to leave a regular stampede, and just as the last of the workers got out the whole of the wall of No. 17 came crashing down just where they had stood.

On Sunday three bodies were recovered, while this morning the fourth was taken out from the masonry. This latter body was a grim example of the terrible suddenness with which the affair occurred. It was the body of a man, and it would appear that at the time of the collapse he was sitting having his chin and head and shoulders resting on the wall. For his body was completely doubled up, his back broken at the waist and the mouth still contained a portion of the unfinished meal of rice. Then two people were altogether sent to hospital, one with serious injuries, and of these two later died, bringing up the known death toll to six. Up to the time of writing it is believed that there are at least four more bodies lying under the debris and that there were any persons in the building at the time of the collapse, or any persons in the shops, which seems more than likely, then there may be others still who have suffered loss of life.

The most pathetic case of the lot is that of an old man, less than 40 years of age, whose body was found in the debris. The old chap is almost broken down with grief he was still on the scene waiting for the recovery of the other body. He was a most pathetic figure as he moved among the workers, while a woman also who was looking for the body of her son was in great distress.

In cases of this kind there are generally a few narrow escapes, and in addition to the experience of the Sanitary Department coolies there have been a couple of instances of good fortune in the present disaster. The master of the shop at No. 13 was at the time of the first collapse standing in the middle of the first floor when, all of a sudden, he was pitched clean out into the street and alighted on his feet without the least injury. One of the foci of the same shop when he saw the plastering beginning to fall, realizing that he had no time to get out of the building, dashed right under the falling masonry and was rescued little the worse for his experience. It would appear that the whole of building in the vicinity of the scene of the collapse are old erections of the regular jerry-built type. Indeed, No. 11, the building to the right, was condemned by Government some time ago and the inmates ordered out, while the two collapsed premises have for over three weeks been considered "dangerous" by the Public Works Department. Why these houses were allowed to be occupied for so long after they had been declared dangerous is a question which many are asking.

This forenoon a representative of the China Mail visited the spot, and the scene presented was one of terrible devastation. The ground occupied by the two collapsed buildings was not very large, and there must have been fallen masonry and timber rising to the height of some dozen or more feet. A big crowd of coolies was still at work trying to get at the bodies, but while our representative was there it was again necessary to stop this work in order to pull down portions of the other buildings which gave every appearance of coming away on their own.

THE HONGKONG GYMKHANA CLUB.

Saturday's Meeting.

Another successful gymkhana was held by the Hongkong Gymkhana Club at the Race Course, Happy Valley, on Saturday afternoon. The attendance was small which was doubtless accounted for by the unsettled state of the weather. The sport was of the usual high standard though the times were poor, the going being very heavy after the recent constant rains. Sir Henry May, Lady May, the Misses May and a party occupied the Governor's stand. His Excellency had the pleasure of witnessing his pony Moonbeam, ridden by Mr. John Johnston, win the second race. The band of the Buffs discontinued pleasant music during the afternoon.

VISIT OF AMERICAN FLEET.

On enquiry at the American Consulate to-day we gathered that the ships of the United States Asiatic Fleet, due from Shanghai to-morrow, (Tuesday). Altogether there are nine vessels, the whole being in command of Rear Admiral Hubbard, Commander-in-Chief. As at present thought, the Fleet will remain at Hongkong for just over a week, and will then leave for Manila.

The names of the vessels are—U.S.S. New York (flagship), U.S.S. New Orleans, U.S.S. Rainbow, U.S.S. Bainbridge, U.S.S. Barry, U.S.S. Chauncey, U.S.S. Dale, and the naval auxiliary Pompey.

CRIMINAL SESSIONS.

A Lighter Calendar.

The calendar of the criminal sessions, which opened at the Supreme Court this morning, before Mr Justice Hazland, is considerably lighter than it has been for some months past. Jurors are required to attend at 10 a.m. on Tuesday morning and the cases now to be tried are as follows:—

Leung Shing, murder; Wong Hing, murder; Chan Yun Tei and Li Yu, armed robbery. The latter prisoner have several aliases.

A PRISONER WHO WAS DUMPED.

Before Mr Justice Hazland, sitting in Criminal Sessions at the Supreme Court this morning, Chan Tin Cheung was charged with receiving and having in his possession a stolen deposit receipt, and with false pretences.

Mr G. C. Alabaster appeared to prosecute on behalf of the Crown, instructed by Mr H. L. Dwyer, J.P., from the office of the Crown Solicitor, and Mr E. J. Potter defended, instructed by Mr R. C. Barlow, General had agreed to withdraw the first two counts and prisoner was willing to plead guilty to the third count. He would explain how it all came about.

Mr Alabaster—I accept the plea of guilty on the third count.

His Lordship—It is a misdemeanour and I think counsel can plead for prisoner.

Mr Alabaster—I if I withdraw the first two counts he can plead guilty on the third.

His Lordship—Being a misdemeanour counsel can plead for him.

Mr Alabaster said that prisoner had pleaded guilty to false pretences in that he had obtained a deposit receipt on the Hongkong and Shanghai Bank with intent to obtain \$1,000 from some clerk in the bank. On May 11 a man and woman deposited \$1,000 in the bank. It was the woman's money but as she could not write, the man, who was a relative of hers, signed his name, Ah King, in the books of the bank. A deposit receipt was given and the woman took it back with her to Macao. On June 10 there was a robbery at her house and amongst the things missing was the deposit receipt. She immediately came to Hongkong and reported the loss to the bank. Some days later defendant turned up with the deposit receipt and claimed the money. He was told to go away after giving his name and came back again. The money was given to him, but he was not the original depositor and did not forge the name of Ah King, and that the deposit receipt was his own. He had now decided to tell the truth and plead guilty to the third count.

Mr Potter said the facts were as stated by Mr Alabaster, with the exception of one item. The receipt was stolen on June 10 and it was not until August that prisoner went to the bank and endeavoured to get the money, which was some two months afterwards. Prisoner, against whom no thing was known, had only been in Hongkong twice. When he came in August he met a man whom he had never seen before and he took prisoner to the Kwong Wing Toy shop and there introduced him to another man. After a day or so the deposit receipt was produced and a man named Wong, who was a relative of hers, signed his name, Ah King, in the books of the bank and he persuaded prisoner after a certain amount of difficulty to go to the bank and endeavour to draw the money. It was put to prisoner in quite an innocent way. He was told to go to the bank and tender the deposit receipt and when he did so to sign the book and asked him to sign he was to sign the name of "Ah King." The book was produced at the bank and he signed the name of Ah King. The bank refused to give him the money and told him to call again and the remarkable part was that prisoner did call again. If he had not been the tool of these men and had desired to defraud someone he would not have gone back after he had been refused the money. So far from stopping then he was persuaded to go a third time when he was arrested. Constantly the woman whose money was had lost nothing by the attempt to obtain it. This man was technically guilty by signing the name of Ah King and so represented himself to be Ah King but he was the tool of the men with whom he had come in contact, as evidenced by the fact that he pleaded guilty to the third count. What he denied was that he knew it was stolen and he would not plead guilty to these counts. A chair, which unfortunately he had not got, had been sent in to the bank and he had been told to tell or it might mean ten years imprisonment for him. That to an ignorant man was an appalling state of affairs. If ever there was a case for mercy that was one and he asked his Lordship to deal as leniently as possible with prisoner. When prisoner was arrested the police had one of the men who induced prisoner to go to the bank in custody, having accompanied him to the bank, but as he had kept directly in the back-ground the police had nothing against him.

His Lordship said that in that case he thought that the things put forward by the defence was no doubt true. He was quite satisfied that prisoner knew it was stolen receipt, was stolen property and he thought justice would be met by sentencing prisoner to four months imprisonment with hard labour.

THE HONGKONG GYMKHANA CLUB.

Saturday's Meeting.

Another successful gymkhana was held by the Hongkong Gymkhana Club at the Race Course, Happy Valley, on Saturday afternoon. The attendance was small which was doubtless accounted for by the unsettled state of the weather. The sport was of the usual high standard though the times were poor, the going being very heavy after the recent constant rains. Sir Henry May, Lady May, the Misses May and a party occupied the Governor's stand. His Excellency had the pleasure of witnessing his pony Moonbeam, ridden by Mr. John Johnston, win the second race. The band of the Buffs discontinued pleasant music during the afternoon.

A SAD FATALITY.

While workmen were engaged removing the roof of Messrs Smith, Bell and Co.'s Godwin at Cebu, an old erection of Spanish days, on Monday last, the 19th instant, preparatory to adding another addition to the one storied building, a very sad accident occurred in which three men lost their lives and five were badly injured. It appears the roofing was of heavy tiles and mortar and on removal of certain supports the whole gave way burying many of the men as it crashed down. Assistance was immediately at hand, but although the relieving party worked strenuously, it took hours before the bodies of the unfortunate victims were extricated from the immense amount of debris that had fallen.

SPORTING.

Cricket.

On Saturday after a practice match took place on the Kowloon C.C. ground between teams of twelve respectively captained by Mr J. P. Robinson and Mr J. Mead. The result was a win for the former side by 31 runs. Appended are the scores:—

MR J. P. ROBINSON'S TEAM.

E. A. Fowler, b Curves ... 15
W. L. Fowler, b Green, b Chitty ... 20
W. T. Elson, c Green, b Bailton ... 37
J. P. Robinson, c Moore by Chitty ... 6
D. J. Mackenzie, b Bailton ... 25
J. McEwan, b Waller, b Brown ... 3
W. Edwards, b Mead ... 2
A. Somerville, b Waller ... 2
H. Carey, b Mead ... 0
P. Lambie, b Mead ... 0
H. Phillips, b Brown ... 9
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P. Lambie, b Mead ... 0
H. Phillips, b Brown ... 9
A. Gregory, not out ... 5
Extras ... 7

A POSTPONED CONCERT.

Many were the disappointments on Saturday night when, just before the time set for the commencement of the Hongkong Cricket Club's open-air concert, a perfect deluge of rain began to descend. Already quite a few folk had turned up on the grounds, while the number on their way thereto must have been very considerable. Of course, in the circumstances nothing could be done other than to postpone the event. Fortunately, there was a performance at the Theatre Royal and the usual show at the Empire Cinematograph; and several, determined not to be done out of an evening's enjoyment, patronised these houses of entertainment when they realised the utter impossibility of any outdoor concert in the conditions prevailing.

We understand that the concert now takes place on Thursday next, weather permitting.

A SAD FATALITY.

While workmen were engaged removing the roof of Messrs Smith, Bell and Co.'s Godwin at Cebu, an old erection of Spanish days, on Monday last, the 19th instant, preparatory to adding another addition to the one storied building, a very sad accident occurred in which three men lost their lives and five were badly injured. It appears the roofing was of heavy tiles and mortar and on removal of certain supports the whole gave way burying many of the men as it crashed down. Assistance was immediately at hand, but although the relieving party worked strenuously, it took hours before the bodies of the unfortunate victims were extricated from the immense amount of debris that had fallen.

SPORTING.

Cricket.

On Saturday after a practice match took place on the Kowloon C.C. ground between teams of twelve respectively captained by Mr J. P. Robinson and Mr J. Mead. The result was a win for the former side by 31 runs. Appended are the scores:—

MR J. P. ROBINSON'S TEAM.

E. A. Fowler, b Curves ... 15
W. L. Fowler, b Green, b Chitty ... 20
W. T. Elson, c Green, b Bailton ... 37
J. P. Robinson, c Moore by Chitty ... 6
D. J. Mackenzie, b Bailton ... 25
J. McEwan, b Waller, b Brown ... 3
W. Edwards, b Mead ... 2
A. Somerville, b Waller ... 2
H. Carey, b Mead ... 0
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RUBBER SPONGES

(The Velvet Flat Circular Sponge).

Rubber Bathing Caps.

Latest Style.

We are offering these goods at less than cost to clear.

KINDLY CALL AND SEE OUR STOCK.

We have always on hand a large selection of TOILET REQUISITES: Perfumery, Toilet Soaps, Face Powders, etc.

AN IDEAL PRESENT:

GILLETTES' RAZORS Gold and Silver Plated.

GILLETTES' BLADES.

CALL AND SEE THEM. NO TROUBLE.

WATKIN'S, Ltd.

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THE EDWARD DISPENSARY, C. KAMMING & CO., LD.

CHEMISTS, DRUGGISTS, etc. LANGLEY, CHEUNG KAM MING (Late Head Dispenser, Government Civil Hospital). PRESCRIPTIONS ACCURATELY DISPENSED. PURE DRUGS. PATENT MEDICINES. PRICES MODERATE. 62a, Queen's Road Central. Hongkong, Sept. 8, 1910. 1099

DEATH OF MR E. P. W. SKRIMSHIRE.

The death is reported in Shanghai papers of Mr E. P. W. Skrimshire, manager of the Nagaichi branch of Messrs Jardine Matheson & Co. There will be many in Hongkong who will read the announcement with considerable regret. Many years of his life Mr Skrimshire spent in Hongkong and his genial nature and many unobtrusive acts of kindness drew around him hosts of friends. He used to take great interest in amateur theatricals and it was during a performance of the "Yellow Dwarf" at the Theatre Royal that he met with an accident, through a heavy piece of scenery striking his head, which occasioned him trouble intermittently for the rest of his life. On being transferred to Yokohama he at once took an active share in the social life of the community and being a bookish man his services were requisitioned in the arrangement of the splendid library which is housed in the Yokohama United Club. He was also a member of the book buying committee of that Club and in the selection of books rendered invaluable services. A few years ago he was promoted to the management of Messrs Jardine Matheson & Co's branch at Nagaichi. He leaves a widow and an only son to whom in their grief and sorrow sympathy will be extended, for "Skrimshire," as he was affectionately called by his intimates, was "one of the best." He was descended from one of the oldest Catholic families of the Border, but for several generations the family have lived in the South of England.

AUGUST RUBBER RETURNS.

Mandai Tokong, 224 lbs. New Serondah, 605 lbs. Jelong, 20,170 lbs. Port Dickson, 780 lbs. Portor, 6123 lbs. Ayer Molek, 1,284 lbs. United Malacca, 1,284 lbs. Bukit Katil, 528 lbs. Bukit Jelutong, 324 lbs. IYERAN DRIVENOS. Seafield Rubber Co., 15 per cent. Ringlet Way, 25 per share. Linggi, 11/- per share. Palating, 1/8 per share. Angli-Malay, 6d per share. Jelong Rubber Co. (2nd), 10 per cent.

HOW TO CURE A COLD.

BE as careful as you can, you will occasionally take cold, and when you do, get a medicine of known reliability, one that has an established reputation and that is certain to effect a quick cure. Such a medicine is Chamberlain's Cough Remedy. It has gained a world wide reputation by its remarkable cures of this most common ailment, and can always be depended upon. For sale by all chemists and stockholders.

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Ports in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, VANCOUVER, AND SEATTLE, VIA SHANGHAI, MOJI, KOBE & YOKOHAMA.

Steamer	Tons	Captain	On or about
SUVERIC	6333	F. S. Cowley	27th September
KUMERIC	6333	G. B. McGill	28th October
AYMERIC	4353	J. Boyd	28th November

These steamers are specially fitted for the carriage of Asiatic Steamer Passengers. PARCEL EXPRESS TO THE UNITED STATES AND CANADA. Calling at Amoy and Keelung if sufficient inducement offers. For further information, apply to

DODWELL & Co., Limited, GENERAL AGENTS.

QUEEN'S BUILDINGS, REGULAR STEAMSHIP SERVICE TO NEW YORK VIA PORTS AND SUEZ CANAL.

WITH LIBERTY TO CALL AT MALABAR COAST. FOR BOSTON AND NEW YORK.

S.S. MUNCASTER CASTLE. About 5th October. For Freight & further particulars, apply DODWELL & CO., LTD., Agents.

NATAL LINE OF STEAMERS.

TAKING Cargo on through Bills of Lading to SOUTH AFRICAN PORTS with transhipment at CAIRO, in conjunction with the INDO-CHINA STEAM NAVIGATION CO., LTD. AND 'AFRIC LINE'. Proposed Sailings from Hongkong.

Steamers from Hongkong	On or about	Connecting at Calcutta with	On or about
NAMSANG	8th Oct.	UMHLOTI	30th Oct.

For Freight and further particulars apply to DODWELL & CO., LD., Agents.

UNDERWOOD TYPEWRITERS.

The Underwood Machine is the best in the market and has been awarded the grand prize at St. Louis Exposition.

ITS WRITING IS ALWAYS IN SIGHT. It is speedy and durable. It has a UNIVERSAL KEYBOARD and it is an excellent manipulator.

For further particulars and prices, apply to DODWELL & COMPANY LTD., AGENTS, HONGKONG & CANTON.

HORNSBY-STOCKPORT GAS ENGINES AND SUCTION GAS PLANTS.

CHEAPEST FORM OF POWER KNOWN. COST OF RUNNING LESS THAN HALF-A-C

Shipping.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named:

STAMERS	To Sail on	REMARKS
LONDON & ANTWERP, Via Suez, Pango, Cebu, Port Said & Marseilles	Sept. 22nd	Freight only.
SHANGHAI, MOJI, KOBE, PALAWAN, AND YOKOHAMA	About 24th	Freight and Passage.
LONDON, via Suez, Pango, Cebu, Port Said & Marseilles	Oct. 1st	See Special of Call.
LONDON & ANTWERP, Via Suez, Pango, Cebu, Port Said & Marseilles	About 5th	Freight and Passage.

R. A. HEWITT, Superintendent.

PORTLAND & ASIATIC S.S. CO.

OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO. FOR PORTLAND, via MANILA, MOJI, KOBE, YOKOHAMA AND HAKODATE.

WITH LIBERTY TO CALL AT HONOLULU & SAN FRANCISCO.

STEAMERS: TONY, CAPTAIN E. W. GORDON, R.M.S. 18th September, at Daylight.

FOR PORTLAND, via MOJI, KOBE AND YOKOHAMA. OLEA, CAPT. G. W. GORDON, R.M.S. 12th October.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to:

FRED J. HALTON, Agent.

CANADIAN PACIFIC RAILWAY CO'S.

ROYAL MAIL STEAMSHIP LINE.

EXPRESS LINE.

Between China, Japan and Europe, via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria, and Vancouver, B.C.

The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER.

SAVING 5 TO 7 DAYS OCEAN TRAVEL.

Proposed Sailings from Hongkong and Quebec. (Subject to alteration).

Connecting with Royal Mail Atlantic Steamers.

From Hongkong:	From Quebec or St. John, N.B.
EMPEROR OF JAPAN	EMPEROR OF IRELAND
SATURDAY, 8th Oct.	FRIDAY, 4th Nov.
EMPEROR OF CHINA	ALLAN LINE
SATURDAY, 29th Oct.	FRIDAY, 25th Nov.
MONTEAGLE	EMPEROR OF BRITAIN
TUESDAY, 6th Nov.	FRIDAY, 18th Dec.
EMPEROR OF INDIA	ALLAN LINE
SATURDAY, 19th Nov.	FRIDAY, 13th Jan.
EMPEROR OF JAPAN	ALLAN LINE
SATURDAY, 17th Dec.	FRIDAY, 10th Feb.
EMPEROR OF CHINA	
SATURDAY, 14th Jan.	

'Emperor' Steamships leave Hongkong at 8.00 p.m. and 'Monteagle' at 12.00 noon. Each Steamship 'Emperor' connects at Vancouver with a Special Mail Express Train and at Quebec or St. John, N.B. with Atlantic Mail Steamers as shown above. The 'Emperor of Britain' and 'Emperor of Ireland' are magnificent vessels of 14,500 tons, speed 20 knots, and are regarded as second to none on the Atlantic.

The 'Emperor' steamers on the Pacific and the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal points in Canada, the United States and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line) \$27.10.

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services of China and Japan Governments. Full particulars of application from Agents.

Through Passengers are allowed 'Stop Over' privileges at the various points of interest on route.

R. M. S. 'MONTEAGLE' carries only 'One Class' of Saloon Passengers (between intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railways, 2nd Class on Atlantic.

Via Canadian Atlantic Port: \$45.

Via New York: \$45.

For further Information, Maps, Guide Books, Rates of Passage and Freight, apply to D. W. CRADDOCK, General Traffic Agent, Corner Pedder Street and Raza (opposite Blake Pier).

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST-Class, fastest and most luxurious steamers on the Coast, having splendid Accommodation for First-Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW AMOY & FOOCHOW AND RETURN.

(Occupying 9 to 10 Days).

STEAMERS	CAPTAIN	LEAVING
HAIVANG	Capt. J. W. Evans	TUESDAY, 20th Sept., at 10 a.m.
HAIVANG	Capt. A. E. Hodgins	FRIDAY, 23rd Sept., at 10 a.m.
HAICHING	Capt. W. C. Pasmore	TUESDAY, 27th Sept., at 10 a.m.

FOR SWATOW AND RETURN.

(Occupying 3 Days).

HAIVANG, Capt. A. H. Stewart, WEDNESDAY, 21st Sept., at 10 a.m.

Steamers will arrive at, and depart from the Company's Wharf (near Blake Pier).

During the Months of August and September, a Special Reduction of 20% on Fares to Foochow and Return will be Allowed.

For Freight and Passage, apply to:

DOUGLAS, LAPRAIK & CO., General Managers.

Hongkong, June 23, 1910.

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LIMITED.

MAIL SERVICE.

TO AUSTRALIA.

MAIL SCHEDULE.

SUBJECT TO MODIFICATION.

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EASTERN	Sept. 23	Oct. 8th, at Noon.
ADAM	Oct. 21	Oct. 22nd, at Noon.
EMERALD	Nov. 18	Nov. 19th, at Noon.
EASTERN		Dec. 10th, at Noon.

THE above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are fitted throughout with Electricity. All State Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried. For further particulars, apply to:

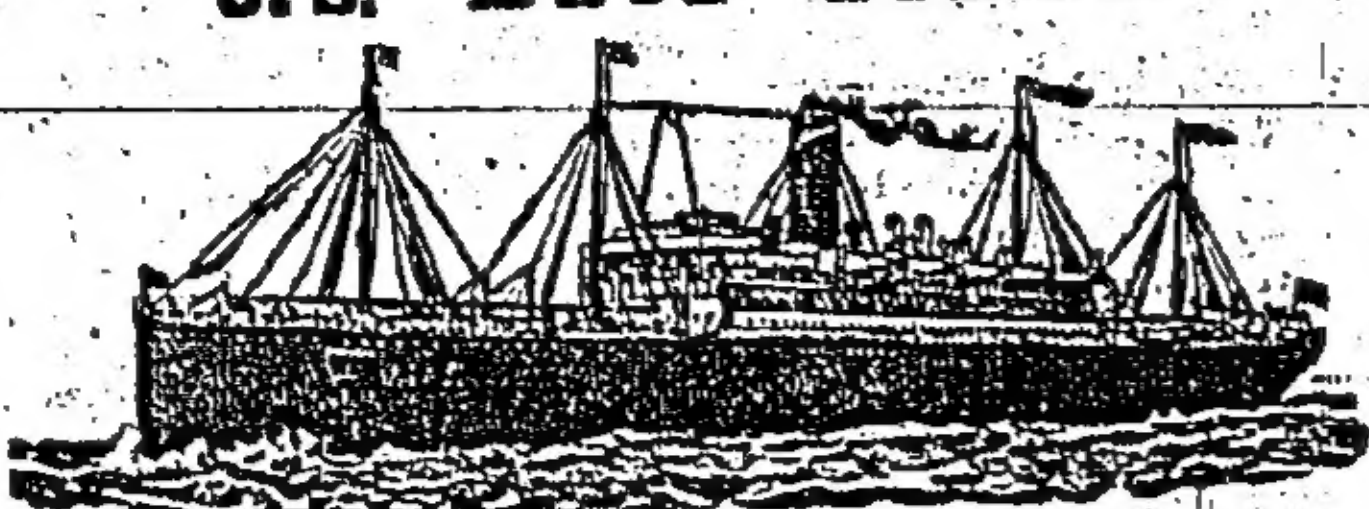
SIBB, LIVINGSTON & CO., Agents.

Hongkong, November 2, 1908.

Shipping.

PACIFIC MAIL S.S. COMPANY, TOYO KISEN KAISHA.

U.S. MAIL LINES.



SEMI-TROPICAL ROUTE.

Only line taking the warm Southern Route across the Pacific, via Honolulu, Oahu, the most fertile and beautiful island of the Pacific.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMERS	Tons	SATURDAY	SAILING DATE
TENYO MARU	21,000	24th Sept.	at 1 p.m.
KOREA	18,000	1st Oct.	at 1 p.m.
NIPPON MARU	18,000	15th Oct.	at 1 p.m.
SIBERIA	18,000	22nd Oct.	at 1 p.m.
MANCHURIYA	27,000	5th Nov.	at 1 p.m.
OHIO MARU	21,000	12th Nov.	at 1 p.m.
MONGOLIA	27,000	3rd Dec.	at 1 p.m.

* Twin Screw * Triple Screw Steamer.

The T. K. K. TENYO MARU will be dispatched for San Francisco, via Shanghai, Nagasaki, Kobe, Shimizu, Yokohama and Honolulu, on SATURDAY, 24th September, at 1 p.m.

Fares: Hongkong to London £71, 10. 0. Return six months £120 24 months £125, including Berth and Meals across America.

INTERMEDIATE SERVICE.

China.....10,200 Tons, SATURDAY, 29th Oct., at 1 p.m.

Asia.....9,500 " SATURDAY, 19th Nov., at 1 p.m.

The S.S. CHINA will leave for San Francisco, via Shanghai, Nagasaki, Kobe, Shimizu, Yokohama and Honolulu, on SATURDAY, October 29th, at 1 p.m.

The fine Mail Steamers ASIA and CHINA carry intermediate passengers only, affording superior accommodation for that class.

Hongkong to London via Canadian Atlantic Ports...£45.

Hongkong to London via New York...£45.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of the China and Japan Governments.

Through Bills of Lading issued to Japan, North, Central and South American Ports. For further information as to Passage and Freight, apply to the Agency of the Companies, Kwei's Bazaar (opposite Blake Pier).

FRED J. HALTON, Agent.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED.

SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with THE CHICAGO, MILWAUKEE & PUGET SOUND RAILWAY.

THE CHICAGO, MILWAUKEE & ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route) from the Pacific Coast to CHICAGO.

Taking cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, also to the Principal Ports in Mexico, Central and South America.

For	Steamers	Tons (gross reg.)	Leaves
VICTORIA, B.C. & TACOMA, via MOJI, KOBE and YOKOHAMA	PANAMA MARU, Capt. T. Ogata.	5,068	Wednesday, 21st Sept., at Noon.
VICTORIA, B.C. & TACOMA, via MOJI, KOBE and YOKOHAMA	SEATTLE MARU, Capt. T. Saito.	5,182	Wednesday, 5th Oct., at Noon.

The Co.'s newly built steamers have fast speed. Superior accommodation for steerage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasures and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA SERVICE.

For	Steamers	Leaves
SHANGHAI, via SWATOW, AMOY and FOOCHOW	CHOSHUN MARU, Capt. T. Suruga.	WEDNESDAY, 21st Sept., at Noon.
TAMSOI via SWATOW & AMOY	YOSHIN MARU, Capt. H. Murayama.	WEDNESDAY, 25th Sept., at 10 a.m.
ANPING, via SWATOW & AMOY	SOSEI MARU, Capt. Y. Yamamoto.	WEDNESDAY, 28th Sept., at Noon.

SPECIAL REDUCTION of 20% will be allowed to 1st and 2nd class passengers to FOOCHOW during the months of August and September, 1910.

CHEAPEST THROUGH PASSAGE to NANKING, in connection with the Nankin Kisen Kaisha's steamers at Shanghai, for THE NANKING EXPOSITION.

HONGKONG-NANKING, RETURN.

1st Class, \$73.00. 2nd Class, \$50.00. 3rd Class, \$27.00.

1st and 2nd Class Passengers have the option of travelling by Rail between Shanghai and Nanking.

Fast speed. Superior passenger accommodation. Electric light throughout.

The newly built steamers: 'CHOSHUN MARU' and 'YOSHIN MARU'—First-class cabins—AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s local Branch Office at Second Floor, No. 1, Queen's Buildings.

S. HIROI, Manager.

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINES.

For	STEAMERS	Tons	To Sail
NAPLES, GENOA, ANZERS, GIBRALTAR, SOUTHAMPTON, TON, ANTWERP & BREMEN	BUELOW, Capt. H. Formes.	(16,900)	WEDNESDAY, 21st Sept., at Noon.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	PRINZ EITEL FRIEDRICH, Capt. E. Malchow.	(16,000)	WEDNESDAY, 21st Sept.
MANILA, ANGAUR, YAP, NEWGUINEA, BRISBANE, SYDNEY & MELBOURNE	COBLENZ, Capt. H. Raegenor.	(8,750)	SATURDAY, 8th October, at Daylight.
YOKOHAMA AND KOBE	COBLENZ, Capt. H. Raegenor.	(8,750)	TUESDAY, 20th Sept.
KUDAT AND SANDAKAN	BORNEO, Capt. F. Sembill.	(8,000)	TUESDAY, 20th Sept., at 9 a.m.

For further Particulars apply to:

Norddeutscher Lloyd, MELOHRS & CO., General Agents, Hongkong & China.

THE RUBBER MARKET.

In their weekly rubber share circular Messrs Ellis and Ellis state:—The rubber share market has been again extremely dull and values, both for sterling and Singapore stocks, suffered a further marking down all round. This was especially the case during the week in the section comprised by Singapore dollar stocks. Another call is being made on the depleted finances of our southern friends by a recent flotation with an invitation to subscription amounting to \$1,200,000 (Sterling). The plantations are in Indragiri, Sumatra. The appearance of the local market can be summed up, in the single phrase, "a sorry one," which is further depressed by the continued drop in the price of the raw article. The long looked for demand for rubber by manufacturers from across "the herring pond" has not yet materialized and the uncertainty as to the American position has led to the called London report that "the future of the market is most difficult to forecast." The price of fine hard Para dropped from 7s 10d on the opening day of the week to 7s 2d, which is the closing quotation to-day.

The Hebdomadal Council at Oxford has issued a report, accompanied by an introduction by Lord Curzon. It recommends the reconstitution of the Faculty, with the creation of a General Board of Faculties, the reorganization of the teaching system, with definite class lectures, the reform of the Fellowship system and the substitution for the responson of a trace examination to be held at Oxford or in schools elsewhere. It also includes proposals for facilitating the admission of poor men and accepts the principle that Greek will no longer be compulsory for the Arts degree.

The Englishman's special correspondent at Dacca telegraphed as follows on the 23rd August regarding the conspiracy trial:—"The energy and determination recently displayed have already had excellent results in the improvement of law and order, and in raising the cloud of terror under which the population has been compelled to live at the desire of a knot of politicians, many as foreign to the land as the English themselves. Among the villagers, especially among Mahomedans, there is a visible sense of relief. Eastern Bengal is naturally a fertile region, thickly peopled, with a productive soil, good rainfall and abundant communication by water, and given social freedom, strongly maintained law and order, and a firm Government, the Eastern Province must spring ahead. The recent firmness and energy displayed makes the hope very bright. This is the opinion here, not in official circles alone. The more extreme Moderates have another opinion well voiced in Calcutta."

Hotels.

KING EDWARD HOTEL.

HIGH-CLASS HOTEL.

LADIES AFTERNOON TEA ROOMS.

PRIVATE BAR and BILLIARD ROOMS.

Hot and Cold Water throughout.

Electrically Lighted.

Electric Fans (if required).

Electric Passenger Elevator to each Floor.

TAKES D'HOTEL at SEPARATE TABLE.

Tele. Address: 'VICTORIA', Hongkong.

For Terms, etc., apply to the MANAGER.

Hongkong, October 2, 1908. 1533

VICTORIA HOTEL.

SHAMEN, CANTON.

Manager: Mr. H. HAYES.

Telegraphic Address: 'Victoria Shammen'.

Situated on the British Concession.

MACAO HOTEL.

MACAO.

Telegraphic Address: 'Farmer Macao'.

Situated in the Centre of the 'Fraya' Ground.

Both Hotels electrically lighted and under experienced European Supervision.

GUIDES and CHAUFFEURS PROVIDED.

Every information and special attention to Tourists. Reasonable Rates.

Wm. FARMER, Proprietor.

Macao, May 13, 1908. 739

BRAEIDE, PRIVATE HOTEL.

STANDING in its own grounds with Tennis and Croquet Lawns, Large airy and Well Furnished Rooms. Every home comfort. Fine View of the Harbour. Telephone No. 430.

Apply to: Mrs. F. W. WATTS, Braeide, 20, Macdonnell Road.

Hongkong, September 2, 1908. 1214

'KINGSCLERE' PRIVATE HOTEL.

APPROACHED from Kennedy Road and Macdonnell Road.

Tel. No. 124. Teleg. Address: 'SACMONGA', A.B.C. Code 4th Ed.

* Electric light, hot and cold water throughout. Billiards, tennis, croquet, putting green and fine stabling for horses.

Proprietress, Mrs. F. SAICHIE.

Hongkong, September 1, 1908. 1208

PREACHING THE GOSPEL IN JAPAN AND TIBET.

By Prof. R. H. PARKER.

On Sale at the 'China Mail' Office, 5, Wyndham Street.

Prices.....10 cents.

Shipping.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

For	STEAMERS	To Sail
THIENTSIN via WATWAI, WU, CHEUNGSHING	TUESDAY	Sept. 20, at Noon.
SHANGHAI, LUKANG	TUESDAY	Sept. 20, at Noon.
SINGAPORE, PENANG, KUALA LUMPUR	TUESDAY	Sept. 20, at Noon.
MANILA, LUKANG	FRIDAY	Sept. 23, at 4 p.m.
SHANGHAI, KOBE, LUKANG	FRIDAY	Sept. 23, at 4 p.m.
MOJI	TUESDAY	Oct. 4, at Noon.

RETURN TOURS TO JAPAN, Occupying 21 days.

THE steamers Katsuragi, Nippon and Fooking leave about every 3 weeks for Japan. Sail, returning via Kobe (and Osaka) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

* Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

* Taking Cargo on through Bills of Lading to Yangtze Ports, Choochoo, Tientsin & Newchwang.

* Taking Cargo on through Bills of Lading to Khat, Lahad Dato, Singapore, Tawau, Uluatan, Jesselton and Labuan.

For Freight or Passage, apply to: Sub. Ench. 4. Telephone No. 215.

JARDINE, MATHESON & Co., Ltd., General Managers.

CHINA NAVIGATION CO., LD.

CHINA.

SAILINGS SUBJECT TO ALTERATION.

For	STEAMERS	To Sail
SWATOW, AMOY & SHANGHAI	TUESDAY	Sept. 20, at Noon.
ILOLO & CEBU	SAITONG	Sept. 21, at 4 p.m.
SHANGHAI	CHUNHUA	Sept. 22, at 4 p.m.
CHEFOO & THIENTSIN	KWICHOW	Sept. 23, at 4 p.m.
MANILA, ZAMBOANGA, and USUAL	CHANGSHA	Sept. 30, at 4 p.m.

DIRECT SAILINGS TO WEST RIVER.—Twice Weekly.

S.S. 'LANTAN' and S.S. 'SANTU'.

AUSTRALIAN STEAMERS have superior accommodation, with Electric Light throughout and Electric Fans in the Staterooms. A daily qualified Surgeon is carried.

REDUCED FARES. Cargo booked through for all Australia, New Zealand and Tasmania Ports.

MANILA TWIN SCREW STEAMERS & THIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.

FAST SCHEDULE TWIN SCREW STEAMERS.—(S.S. Anhui, Chonan, Linan, Chinkai)—with excellent passenger accommodation, Electric Light throughout and Electric Fans in Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailing. A Company steamer leaves Murray Pier at 10 o'clock every Saturday night.

These Steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

FARES:—\$45.00 Single. \$80.00 Return.

For Freight or Passage, apply to:

BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 86.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUITQUE, VALPARAISO, etc., via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO AND SALINA CRUZ (Mexico).

Tons, Gross. sails.</

Shipping.

PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY.

HOMeward PASSENGER SEASON 1911.

PROPOSED SAILINGS OF MAIL STEAMERS

FOR

MARSEILLES & LONDON,

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Steamer	Tons	Leave Hongkong	Connecting Steamers from Colombo to Marseilles and London	Due Marseilles (Brindisi 3 days earlier)	Due Plymouth (London 1 day later)
DELHI	8000	Feb. 4	Mantua	Mar. 4	Mar. 10
ARADIA	7000	Feb. 18	Malva	Mar. 18	Mar. 24
ASSATE	7500	Mar. 4	Macdonia	Apr. 1	Apr. 7
MARMORA	10500	Mar. 18	(Through Str. call at Bombay)	Apr. 15	Apr. 21
DEVANHA	8000	Apr. 1	Moldavia	Apr. 29	May 5
DELHI	8000	Apr. 15	Mongolia	May 13	May 19
ASSATE	7500	Apr. 29	Mogea	May 27	June 2
DELTA	8000	May 13	Mooltan	June 10	June 16

Passengers change steamers at Colombo, and those for Bremer transfer also to the Express Mail Steamer at Port Said.

Accommodation in the connecting steamer from Colombo is definitely reserved in Hongkong or at time of booking.

FARES TO LONDON—
1st Saloon.....£27.10 Single. £108.14 Return.
2nd ".....£24.8 " £72.12 "

In addition to the above M&O Steamers the following—
INTERMEDIATE (Non-Transit) STEAMERS
WILL LEAVE FOR

LONDON

CARRYING SALOON PASSENGERS AT REDUCED RATES.

Steamer	Tons	Leave Hongkong	Due London
SUNDA	4700	Jan. 25	March 11
NUBIA	4700	Feb. 8	March 24
SYRIA	4700	Mar. 22	April 7
NOBE	4700	Apr. 5	May 1
PALAWAN	4700	Apr. 19	May 15
BORNEO	4700	May 3	May 29
SUMATRA	4700	May 17	June 10
NILE	4700	June 31	July 14

These Steamers call also at Singapore, Penang, Colombo, and at Marseilles; FARES TO LONDON (Including Suez).
1st Saloon.....£25.0 Single. £22.10 Return.
2nd ".....£23.10 " £27.4 "

For further particulars apply to
E. A. HEWETT, Superintendent.

MESSAGERIES MARITIMES
FRENCH MAIL LINES.FORTNIGHTLY SERVICE TO AND FROM EUROPE,
Via SUEZ CANAL.FORTNIGHTLY SERVICE TO AND FROM JAPAN,
Via SHANGHAI.

For	STEAMERS	CAPTAIN	TO SAIL
SHANGHAI, KOBE AND YOKOHAMA	OCEANIC	SELLERS	Sept. 28, p.m.
MARSEILLES, Via Port	TOURANE	LANGLIER	Sept. 27, at 1 p.m.
SHANGHAI, KOBE AND YOKOHAMA	DUNBEA	REDAUT	Oct. 10, p.m.
MARSEILLES, Via Port—V. GIOTAT	MARILLON	BARILLON	Oct. 11, at 1 p.m.

TRANSFERRING ON THE C. S. STEAMERS AT SINGAPORE, PENANG, COLOMBO, AND SHANGHAI.
Through Tickets to London, via Paris, from £27.10 up to £71.10. 20 hours railway from Marseilles to London. Interceptors meet passengers on their arrival in Marseilles.

For further particulars, apply to
P. THOMAS, Agent,
QUEEN'S BUILDING

HAMBURG-AMERIKA LINIE,
HAMBURG.REGULAR SAILINGS FROM JAPAN, CHINA AND PHILIPPINES,
Via STRAITS AND COLOMBO,
To HAVRE, BREMEN AND HAMBURG, AND TO NEW YORK.

TAKING Cargo at through Rates to all European, North Continental and British Ports, the Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports.
AND ALL NORTH AND SOUTH AMERICAN PORTS.

NEXT SAILINGS FROM HONGKONG

Outward	Home
For Shanghai, Kobe and Yokohama	For Marseilles, Havre & Hamburg
S.S. C. FERD. LAEISZ, 23rd Sept.	S.S. AMERICA, 4th Oct.
S.S. ARABIA, 6th Oct.	For Havre, Hamburg & Antwerp
S.S. SENEGAMBIA, 21st Oct.	S.S. BADENIA, 8th Oct.
S.S. SUEVIA, 4th Nov.	For Marseilles, Havre & Hamburg
S.S. WESTPHALIA, 13th Nov.	S.S. ALFRED, 15th Oct.
S.S. ARABIA, 13th Nov.	For Rotterdam, Havre & Antwerp
S.S. SCANDIA, 1st Dec.	S.S. BELORAVIA, 2nd Nov.
	For Havre & Hamburg
	S.S. AMERICA, 6th Nov.

For further Particulars, apply to
HAMBURG-AMERIKA LINIE, Hongkong Office.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Ship	Tons	Captain	For	Sailing Date
RUBI	2540	R. Rogers	Havre	Saturday, Sept. 24, at Noon
ZAFIRO	2540	A. Fraser	Manila	Oct. 1, at Noon

For Freight or Passage, apply to
Shewan, Tomes & Co., General Managers.

Shipping

PENINSULAR & ORIENTAL STEAM
NAVIGATION COMPANY.S.S. 'MARMORA',
10,500 tons,

CAPTAIN G. H. C. WESTON, R.N.R.

THIS THROUGH MAIL STEAMER FOR
MARSEILLES AND LONDON, Via BOMBAY,
WILL leave Hongkong on MARCH 18th, 1911, staying
at Bombay 24 hours only and is due to arrive at—
MARSEILLES.....April 15th.
LONDON.....April 22nd.

FARES TO LONDON—

1st Saloon.....£27.10 Single. £108.14 Return.
2nd ".....£24.8 " £72.12 "

For further Particulars apply to
E. A. HEWETT, Superintendent.

Hongkong, September 1, 1910.

CANADIAN PACIFIC
RAILWAY CO.

FOR VANCOUVER.

THE Steamship

SUVERIC,

From Hongkong, on

TUESDAY, 27th September,

for VANCOUVER Direct.

To be followed by

KUMERIC, 29th October.

AYMERIO, 30th November.

SUVERIC, 15th December.

OCEANO, 17th January.

Rileys' Landing issued to Victoria, Van-

couver and Overland Points in Canada,

the United States and to the West Indies.

For further information regarding rates

of freight, etc., apply to

CANADIAN PACIFIC

RAILWAY CO.,

HONGKONG.

Hongkong, Sept. 13, 1910. 1118

AUSTRIAN LLOYD'S STEAMSHIP COMPANY.

STEAMSHIP FOR

TRIESTE Direct, Calling at

SINGAPORE, PENANG, CALCUTTA,

COLOMBO, ADEN, SUEZ AND

PORT SAID.

(Taking Cargo at through rates to the

Straits, to South Africa, Persian

Gulf, Red Sea, Black Sea, Levant,

Venice and Adriatic Ports.)

THE Co.'s Steamship

VORWARTS,

Captain BEDWELL, will be despatched as

above on THURSDAY, the 29th Septem-

ber. This Steamer has special accommoda-

tion for passengers. Electric Light and

carriage service.

For information as to Passage and

Freight, apply to

SANDER, WIELER & CO.,

Princes' Buildings,

Hongkong, August 30, 1910. 1059

AUSTRIAN LLOYD'S STEAMSHIP COMPANY.

STEAMSHIP FOR

TRIESTE Direct, Calling at

SINGAPORE, PENANG, CALCUTTA,

COLOMBO, ADEN, SUEZ AND

NORDEUTSCHER LLOYD, BREMEN.

NOTICE.

FOR KUDAT & SANDAKAN,

Taking Cargo at Through Rates to

TAWAU, LAHAD DARU, LABUAN,

JOLO & MENADO.

THE Steamship

BORNEO,

Captain F. SEMMEL, (ready to load on

Monday, a.m.), will leave on TUESDAY,

the 20th instant, at 9 a.m.

For Freight or Passage, apply to

NORDEUTSCHER LLOYD,

MELCHERS & CO.,

General Agents.

Hongkong, Sept. 15, 1910. 1128

NORTH BRITISH & MERCANTILE

INSURANCE CO.

WITH WHICH IS INCORPORATED THE

OCEAN MARINE INSURANCE CO.

TOTAL FUNDS AT 31st DECEMBER, 1908,

£19,875,367.

I—Authorized Capital £2,000,000

Subscribed Capital £2,375,000

Paid-up Capital £1,312,500 0 0

II—Fire Funds £3,488,138 6 7

III—Life & Annuity Funds £15,033,333 10 11

Sinking Fund Account £4,388 2 0

£19,875,367 19 6

Reversion Fire Branch—

Life & Annuity £2,352,986 17 10

Branches—

£1,897,635 14 3

Marine Department £20,921 7 8

Other Receipts £4,252 8 1

£24,458,606 7 10

The Accumulated Funds of the Fire and

Life Departments are free from liability in

respect of each other.

SHEWAN, TOMES & CO.,

Agents.

Hongkong, February 4, 1910. 168

ROSSIA INSURANCE

COMPANY.

ST. PETERSBURG, RUSSIA.

TOTAL ASSETS.....Rubles 75,674,840.

NOTICE IS HEREBY GIVEN that

Messrs MELCHERS & CO. have

been appointed our AGENTS in Hong-

kong.

Referring to the above Notice, we have

taken over the Agency of the

ROSSIA INSURANCE COMPANY,

St. Petersburg, Russia.

and we are prepared to accept Orders for

FIRE & MARINE INSURANCE

(European and Chinese Risks) at Current

Rates.

MELCHERS & CO.,

Insurance Dept.,

Hongkong, February 4, 1910. 168

A PERFECT JEYES FLUID

SOLE AGENTS

W. G. HUMPHREYS & CO.

BANK BUILDING,

Hongkong, May 15, 1906. 1024

A HISTORY OF UNION

CHURCH.

By the Rev. G. H. BONDFIELD and

BY DYER BALL, M.B.A.

Edited by Rev. G. H. HICKLING.

To be had at the 'CHINA MAIL' Office,

6, Wyndham Street.

Price.....\$1.00.

THE COMMERCIAL LAW AFFEY-
LING CHINESE

With Special Reference to

PARTNERSHIP REGISTRATION

BANKRUPTCY LAWS IN

HONGKONG.

Reprinted from the 'China Mail.'

For sale at the 'China Mail' Office

at 6, Wyndham Street.

Price.....20 Cents.

Notices to Consignees

AUSTRIAN LLOYD'S STEAM NAVI-
GATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, PORT SAID, SUEZ,
ADEN, BOMBAY, COLOMBO,
PENANG AND SINGAPORE.

THE Company's Steamship Austria,
having arrived, Consignees of Cargo
are hereby informed that their Goods are
being landed at their risk, into the
hazardous and/or extra hazardous Godowns
of the Hongkong and Kowloon Wharf
and Godown Co., Ltd., Kowloon, whence
delivery may be obtained.

This Steamer brings Cargo from
Venice ex a.s. Amis, Tebe & Medo-
vi, transhipped at Trieste.

Trieste ex a.s. Zouber, transhipped at
Bombay.

Optional Cargo will be discharged here
unless notice to the contrary be given
immediately.

No Claims will be admitted after the
Goods have left the Godowns, and all
Claims must be sent to the Office of the
Undersigned before Noon on the 23rd
September, 1910, or they will not be
recognised.

All Broken, Chafed, and Damaged Goods
are to be left in the Godowns, where they
will be examined on the 23rd inst., at
10 a.m.

No Fire Insurance has been effected, and
any Goods remaining in the Godowns after
the 23rd September, 1910 will be subject
to rent.

Bills of Lading will be countersigned by
SANDER, WIELER & CO.,
Agents.

Hongkong, September 17, 1910. 1133

'MOGUL' LINE OF STEAMERS.

NOTICE TO CONSIGNEES

THE STEAMSHIP PATHAN.

FROM GLASGOW, LIVERPOOL AND
STRAITS.

CONSIGNEES of Cargo are hereby
informed that all Goods are
being landed at their risk into the
Godowns of Holt's Wharf at Kowloon,
whence and/or from the wharves delivery
may be obtained.

Optional cargo will be forwarded unless
notice to the contrary be given before.

No claims will be admitted after the
Goods have left the Godowns, and all
Goods remaining undelivered after the 23rd
inst. will be subject to rent.

All claims against the steamer must be
presented to the Undersigned on or before
the 18th inst., or they will not be re-
cognised.

All broken, chafed, and damaged Goods
are to be left in the Godowns, where they
will be examined on the 23rd inst., at
2.30 p.m.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by
DOLWELL & CO., Ltd.,
Agents.

Hongkong, Sept. 16, 1910. 1132

TOYO KISEN KAISHA.

NOTICE TO CONSIGNEES

FROM SAN FRANCISCO, JAPAN
PORTS & SHANGHAI.

CONSIGNEES OF CARGO per Steamship
TENYO MARU.

The above-mentioned steamer having
arrived, Consignees of Cargo are hereby
notified to send in their Bills of Lading for
countersigning and to take immediate
delivery of cargo from Company's Godown
at West Point.

Cargo remaining undelivered WEDNES-
DAY, September 24th, after 5 p.m. will be
subject to rent and landing charges.

No Fire Insurance whatever will be
effected.

All chafed and otherwise damaged cargo
will be examined at the above Company's
Godown on SATURDAY, Sept. 17th,
1910, at 10 a.m.

FRED J. HALTON,
Agent.

Hongkong, September 14, 1910. 1129

LABUAN COAL

NOTICE—This COAL can only be
obtained from THE LABUAN COAL
FIELD CO., Ltd. who are now prepared to
supply fresh Coal straight from the Mines.
Steamers load at the Wharves. Quota
despatched.

Telegrams: 'LABUAN LABUAN',
BRADLEY & CO.,
Agents, Hongkong.

Hongkong, August 11, 1909. 1014

WEEKLY NEWS

FOR HOME

The Overland China Mail

FULL REPORTS.

LATEST INTELLIGENCE.

Order before you leave so you may receive
it while at Home.

Price \$14 per annum including postage
The China Mail, Ltd.
6, Wyndham Street.

SIR ROBERT HART'S

MEMORANDUM.

A Series of Articles on Sir Robert
Hart's Services for the Improve-
ment of China.

Reprinted from the China Mail. To be
had in pamphlet form at this Office, 6,
Wyndham Street.

Price.....20 Cents.

SOUTH MANCHURIA RAILWAY

SHORTEST AND QUICKEST ROUTE BETWEEN
THE FAR EAST AND EUROPE
VIA DAIREN.

SUMMER SCHEDULE.

(Effective till 27th October, 1910)

THIRCE WEEKLY EXPRESS TRAIN SERVICE, composed of excellently
equipped Sleeping, Dining and 1st Class Cars, operated between Dairen and Changchun
in connection with the Trans-Siberian Express Trains and with Dairen's Special
Direct Steamer Service by the S.S. 'Kobe Maru' and 'Sakiko Maru' (each 3,000 tons)

NORTH-BOUND.

1st Class Fare
